

DRAFT MEETING SUMMARY

Client/Project: South Mountain Corridor Study Citizens Advisory Team

Date: February 27, 2003 **Time:** 5:30 p.m. **Location:** Vee Quiva Casino

CAT Members Attending:

Rock Argabright, Ahwatukee Foothills Chamber
Carlie Billen Back, Laveen/SM Chamber of Commerce
Kris Black, Ahwatukee Foothills HOA
Steve Boschen, Valley Forward
Ron Chohamin, Lakewood HOA
Michael Goodman, Phoenix Mtns Preservation Council
Don Jones, Southwest Valley Chamber of Commerce

Robert Moss, Arizona Dairymen Association
Wayne Nelson, GRIC District
Nathaniel Percharo, Pecos Rd/I-10 Landowners Association
Laurie Prendergast, Laveen Citizens for Responsible Dvlpmt.
Jim Stroger, Kyrene de los Logos Elementary School

Staff and Consultants Attending:

Amy Edwards, HDR
John Godec, GRA
Theresa Gunn, GCI
Bill Hayden, ADOT

John Roberts, GRIC DOT
Michael Trueblood, HDR
Bill Vachon, FHWA

Meeting Summary: Jennifer Graziano, GCI

Next Meeting:

- March 27, 2003 (Tentative)

ACTION PLAN:

Task/Activity	WHO	WHEN
Develop opportunities for public to attend CAT potentially after May meetings when we review public comment	John and Theresa	Prior to next meeting

Meeting Handouts:

- Agenda
- Ahwatukee Foothills News Article
- Arizona Republic News Article
- Frontage and Collector Roads Cross-Sections
- CORSIM Alternatives Analysis

Welcome and Introductions:

John Godec welcomed the group and asked members if they had any issues they would like to discuss.

- **Comment:** City of Avondale passed a resolution in opposition to 107th and 115th Avenue alignments and Tolleson is opposed to a 99th Avenue alignment. The City of Goodyear wants an alignment further West.
- **Question:** How much weight does FHWA give to opposition from smaller cities.
Response: FHWA listens to all concerns, but ADOT has authority to purchase land to move forward.
- **Comment:** Major concern is timing and disruption to existing economic development plans in westside communities.
- **Comment:** Location of I-10 through downtown Phoenix was very controversial and three public votes were held. There were numerous petitions and protests, but the decision was made for the alignment that works best for the region and the most people.

Follow-up Issues

- Hazardous Cargo – ADOT's policy is to not put restrictions on Hazardous Cargo unless there is an absolute safety or environmental reason. The only areas where hazardous cargo is prohibited today are the deck park tunnel and the 2-mile bridge in Tempe. Any restrictions must be documented in the EIS.

51st Avenue Traffic Counts

- Pick-up trucks were mistakenly included in the original truck counts for 51st Avenue. Actual truck traffic is similar to other freeway corridors.

GRIC Update

- District 6 has given permission to study alternatives on Tribal lands. The project team is continuing to meet with GRIC to determine the next steps to continue the study.
- Wayne Nelson has asked that the District 7 Community Council bring together the other District 4 and 6 plus the schools to talk about this project and transportation issues.
- **Question:** Will we be relying on the Tribe to give us alignments or will the team develop alternatives? **Response:** We assume that the Tribe will give us alternatives but we have suggested 3 preliminary alignments and requested permission to move forward.

Project Status:

Amy Edwards gave a planning and technical update and reported that the team has had several meetings with GRIC.

- Have reviewed CAT feedback from December meeting.
- Have conducted an analysis to determine how the proposed alternatives would impact I-10.

- The alternative screening was put on hold until CORSIM was complete.
- Met with project owners (ADOT, FHWA, Corp. of Engineers) yesterday to review alternatives.
- We are moving forward.
- The 101/99th Avenue alternatives are about ¼ to ½ mile west of Tolleson City Hall.
- Progress meeting on March 19th will include representatives from local jurisdiction.
- Should have alternatives at the end of March.
- **Question:** Why are there no alternatives west of St. Johns? **Response:** District 7 has stated no alternatives within their district.

Theresa Gunn provided a public involvement update.

- Suggestion was made not to have public meetings in Ahwatukee if there are no alternatives to Pecos Road.

John Godec reported that we have continued to have requests for the public to attend CAT meetings. The following possible solutions were discussed.

- **Comment:** Have public meetings twice a year and allow a question and answer session for the public.
- **Comment:** Once a year, a bigger location, only CAT members participate and have cards that people can fill out but no opportunity to speak.
- **Comment:** The rounds of public input are the opportunities for the public to be involved.
- **Comment:** The team has done a good job in giving opportunities for the public to provide input.
- **Comment:** Maybe CAT members can invite guests on a limited basis.

After discussion, it was agreed that John and Theresa would determine feasibility of inviting the public to a CAT meeting following the next round of public meetings.

Collector Roads vs. Frontage Roads:

Amy Edwards presented information on the differences between collector and frontage roads.

- System-to-system interchanges typically require loss of basic exit and entrance ramps.
- Frontage roads – outside of freeway similar to I-17 Camelback and Glendale.
- If freeway is on a major arterial alignment, typically it will have frontage roads because there are no existing streets to provide access to the neighborhood.
- Collector Distributor – one portion of the freeway is for through traffic and outside lanes are collector distributors for getting off and on the freeways. Slip ramps provide access between

the barriers that separate the through traffic lanes and the vehicles using the outside lanes to enter and exit the freeway.

CAT member questions and comments:

- **Question:** When do you decide if a crossroad goes over or under? **Response:** It is part of the design phase. It is usually balanced so that ADOT can use the dirt from excavations to build ramps and over passes.
- **Question:** What about HOV lanes? **Response:** HOV lanes would be added to the inside of the lanes in the median.
- **Question:** Why not build HOV lanes when ADOT builds the freeway? **Response:** It's a financial decision to open freeways as quick as possible and to have the system interchanges necessary to make HOV connections. Including HOV lanes in initial construction would increase costs and delay opening new freeways.
- **Comment:** If strategy is to encourage carpooling why not put in HOV lanes from beginning.
- **Comment:** Collector Distributor roads have 6 lanes and frontage roads have 5 lanes.
- **Question:** What are the differences in cost? **Response:** Additional roadway and right-of-way costs for collector roads are required and could be significant.

CORSIM Analysis:

Michael Trueblood, HDR, reviewed a CORSIM Analysis that shows how cars move along I-10 from 115th to I-17 for four of the alternatives.

- Modeled existing, no build, 43rd Avenue connection, 55th Avenue and 79th Avenue connections.
- 2025 volumes with no build. 5,000 to 12,000 cars in peak hour. Maintain LOS (Level of Service) D – constant flowing traffic.
- 43rd Avenue – no I-10 access at 43rd. PM peak results in a LOS F. Westbound traffic from I-17 to 51st Avenue backed up resulting in operation concerns.
- 55th don't lose access at 59/51 – design uses frontage roads. Additional lanes go to I-17 – traffic flows both am/pm LOS D or better.
- 79th – HOV ramp removed – LOS F 67th to 59th back-ups. 83rd - 91st am peak LOS F – pm peak does work. Project owners asked the team to look at any improvements to improve 43rd, if not rule out 43rd alternatives. Also, will determine if a collector distributor for 79th could be built and what are cost impacts?
- Didn't model 67th Avenue.
- SMCAT members seem to be okay with dropping 43rd and 79th Avenues.
- Project owners asked if the 101 alignments could be combined into one alternative.
- Amy reviewed the impact matrix for the alternatives. Cost estimate ranges from \$1-1.5 billion to construct including right-of-way costs.

CAT Member Questions and Comments:

- **Question:** ADOT bought land along Pecos. If alignment moves would land be sold?
Response: Possible but land is irregular and may be difficult to sell.
- **Question:** Was CORSIM valuable? **Response:** Yes, it was visual and can see the traffic back-ups.
- **Question:** Is the assumption that the original alignment stays where it is? **Response:** Yes.
- **Comment:** No build doesn't look as bad as we thought, public may say the same.
- **Comment:** We will update traffic numbers when MAG adopts new population projections.
- **Question:** Does costs assume going through the ridges of the mountain? **Response:** Yes.
- **Comment:** Have heard that they were ready to begin construction on the South Mountain.
Response: Early maps showed initial construction but the map has been changed to show the study.
- **Comment:** Pecos – I-10 really looks like a full interchange. It is designed to have a South Mountain connection on Pecos or coming from the south and won't impact the park.
- **Comment:** Original alignment is not on GRIC land but affects the South Mountain Park and still affects cultural sites.

Plus/Delta Meeting Evaluation:

- If you have specific comments please send to Theresa or John.

Next CAT Meeting:

- Tentatively March 27, 2003 if we have decision on alternatives